

### 3. NEW BRIGHTON ROAD - BOWER AVENUE TO PAGES ROAD

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The purpose of this report is to inform the Community Board of the background, consultation process and community concerns raised about the work proposed for this road and the options investigated to mitigate the concerns.

The City Streets Unit asks that the Board support the staff recommendations, and approval will be sought to progress the work to detailed design and construction.

#### INTRODUCTION

New Brighton Road is a minor arterial carrying approximately 8,000 vpd, and is part of several bus routes. The road is bounded by the river on the south side, and mainly residential properties on the north, with the exception of two commercial properties and the RSA. Adjacent to the river on the south side is an informal walkway.

New Brighton Road from Pages Road to Bower Avenue has been allocated funding for kerb and channel renewal in this (2002/03) financial year.

#### OBJECTIVES

The objectives for this project are:

- Renew kerb and dish channel,
- Maintain minor arterial road status,
- Maintain or improve vehicle, pedestrian, and cycle facilities,
- Maintain or enhance public transport facilities,
- Optimise residential parking on street,
- Landscape enhancement compatible with surrounding environment,
- Improve drainage at RSA and maintain existing drainage standards,
- Meet Parks and Waterways requirements for riverbank and Cockayne Reserve,
- Improve cycle facilities (cycle network plan),
- Improve pedestrian facilities,
- Incorporate safety works in at the New Brighton roundabout if possible,
- Complete project within allocated budget.

#### PROPOSAL

The proposal retains two vehicle lanes, and the footpath on the north side adjacent to the properties. On road cycle lanes are proposed as this is a recognised link in the cycle network.

Painted medians and pedestrian islands will improve pedestrian safety, provide better access to the riverbank environment, and provide a suitable traffic management device to assist with the control of vehicle speeds. The treatment of side road intersections is included in this project.

Also included in this project, but funded from the minor safety works budget, is the realignment of existing kerb and flat channel at the eastern end of New Brighton Road extending around into Hawke Street. This work is part of a proposal identified in an accident investigation study carried out on the intersection. The realignment of the kerb and channel will increase the deflection for vehicles travelling from Pages Road into Hawke Street, the aim being to reduce the speed of vehicles carrying out this movement.

It will be necessary with this proposal to relocate the existing bus stop between Baker Street and Rawson Street to the new location shown on the plan attached. The owners of the property effected have been contacted and have not voiced any objection to the proposal.

Landscape enhancement works will be carried out wherever possible, and will be designed to be compatible with the surrounding environment.

Improvements to the carriageway will be undertaken in conjunction with the kerb and channel renewal. The proposal is to repair areas where the carriageway construction is failing and then resurface the entire carriageway with an asphaltic concrete surface. This work will need to be carried out regardless of whether the kerb and channel is renewed.

In weighing the objectives and concluding that the facilities proposed are desirable, it has been necessary to ban parking along the river side of the road, and in some areas on the north side. Those areas effected are shown on the plan attached (Appendix A – publicity leaflet). It is acknowledged that this will effect the users of the RSA, however the access to their offstreet parking will be widened and improved.

## **CONSULTATION**

The scheme proposed was reviewed by the City Streets Unit Advocates and met their objectives.

A publicity pamphlet for this project was distributed in August 2002, and following feedback from the pamphlet a public meeting was held.

Eleven responses were received to the publicity pamphlet. Issues raised were:

- Loss of parking along the riverbank near the RSA,
- Loss of parking for the shop on the corner of Rawson Street,
- ECAN have asked us to consider an additional bus stop near Bower Avenue,
- Consideration will be given to the installation of bus shelters,
- One property owner did not want a grass berm,
- One person disagreed with the installation of the pedestrian/traffic islands,
- One property owner wanted grass rather than landscaping,
- Two people wanted a cycleway along the riverbank rather than the road.

The RSA carried out consultation with their members and users of their facilities and requested that we hold a public meeting to discuss the proposal. This meeting was held on 12 September 2002 at the RSA hall. The minutes of that meeting are attached (Appendix B). The major issue at the meeting related to the loss of parking along the riverbank opposite the RSA.

The two issues raised during the consultation process that need resolution relate to parking for the dairy on the corner of Rawson Street, and in the vicinity of the RSA. The other issues relating to bus stops etc can be resolved without any major impact on the design or level of service of the road.

## **RAWSON STREET DAIRY PARKING**

The loss of parking for the dairy on the corner of Rawson Street raised significant concern during the consultation process. This business is very reliant on passing traffic in both directions. The kerb alignments in the vicinity of the shop have been reviewed to see if some compromise can be made to provide additional car parks. A revised plan is attached (Appendix C).

The original scheme has been altered outside the dairy on the north side of New Brighton Road to provide two additional car parks. This change does not compromise the safety of road users.

On the riverbank side of the road near the dairy, an indented parking bay is proposed. This allows the bus stop to be included in the indent and would also provide four on-street car parks for west bound traffic. To ensure the car parks are available for the dairy customers it is proposed to install a time limit restriction. It is felt that any compromises to traffic safety are of a minor nature and there are benefits to other road users, especially cyclists, to have the bus stop included in the indented parking bay. Therefore the revised plan could be adopted. We have had some discussions with the shop owners representative and will continue to liase with them.

This option is subject to obtaining a resource consent approval from both the Christchurch City Council and ECAN to carry out work within 30 metres of the river and on the reserve.

The estimated additional cost to the project of this proposal is \$39,000. This funding would need to be found from within the Kerb and Channel renewal programme.

## PARKING AT THE RSA

### Background

Council Officers carried out a parking survey and it was found that the demand for parking on the river bank side of the road is greatest on Monday afternoon when the hall is used for housie. It is acknowledged that the surveys were carried out during the winter and the users of the hall say numbers are higher during the summer months. The RSA currently restricts use of their car park to members only, resulting in a number of housie patrons not being able to use the offstreet car parking facilities.

The bulk of the parking survey was carried out at random times most days between Wednesday 21 August 2002 and Monday 9 September 2002. On the majority of days there were either none or up to two cars on the riverbank side and the car park at the rear of the RSA was not full to capacity. This car park can hold up to 21 vehicles and was only full on one visit to the site. The days when the most vehicles were parked along the riverbank side are listed below.

Date	Day	Time	Residential Side	River Side	RSA Car park
22 July 2002	Monday		21	21	
22 August 2002	Thursday	4.15pm	2	6	21
26 August 2002	Monday	1.50pm	11	10	7
9 September 2002	Monday	1.30pm	11	15	12
2 December 2002	Monday	1.15pm	9	15	13

### Requirements

The City Plan Part 8, Section 4.5.3 states *'no widening of the roadway shall encroach into any area between the existing edge of any carriageway and the bank of the waterway'*, in this case the Avon River. The Parks and Waterways Unit have indicated that they will not support any proposals requiring work on the stop bank in this area, as it would affect the potential for future bank and river works.

The Council's Cycle Strategy was revised in January 2002. The long term vision is *'To be the most cycle friendly city.'* This is interpreted as *'facilities are provided to ensure cycling is safe, enjoyable, and popular.'*

Objectives to meet this vision are:

- To increase the amount of cycling in Christchurch,
- To reduce the number of cyclist crashes.

New Brighton Road forms an important route on the city's Cycle Network, and has been identified as having *'moderate to high combinations of usage, collision numbers, and perception of danger.'*

The Council has adopted the Living Streets Charter. The Principles underpinning the Charter states *'Change priorities to ensure better balance 1) Pedestrians, 2) Cyclists, 3)Public Transport, 4)Taxis, 5)Service Vehicles 6)Cars'*. The Charter has ten Key Result Areas (KRA's), those relating to this project include:

*KRA Four*                      *Ensure all funding for road and transport infrastructure benefits pedestrians, cyclists, and public transport.*

*KRA Five*                      *Ensure crossability and accessibility for cyclists, pedestrians and vulnerable road users.*

*KRA Ten*                      *Minimise the negative impacts of car traffic in terms of health, safety, and pollution.*

The City Plan defines the minimum width for a minor arterial as being fourteen metres. New Brighton Road currently varies in width from approx 10.8m to 12.8m metres wide, with no opportunity for widening on the riverbank side at present, and no widening designation on the property side of the road. The standards that the Council has adopted must therefore be met within the existing road width. Because the highest ranking roads in the cities hierarchy *'provide for the greatest level of movement with the minimum access function'*, parking cannot always be guaranteed.

## Design Standards

There are some minimum design standards for the city's roads. If New Brighton Road is to be marked to these standards without cycle lanes the minimum lane width would be 4.2m in each direction. If cycle lanes are to be marked, then the minimum lane widths would be a 3m traffic lane and a 1.5m marked cycle lane. If parking is to be provided a 2m wide parking lane is required. These are the absolute minimum standards, not the desirable standards.

If New Brighton Road is to be marked up without cycle lanes, and parking on one side of the road, then a total carriageway width of 10.4m absolute minimum is required. A total width of 11m absolute minimum is required if it is to be marked with cycle lanes and parking along one side. Both of these minimum standards can be achieved by reducing the width of the paths and berms on the properties side of the road. The proposed 12 metres carriageway can be met by reducing the path and berm width but does not provide sufficient space for parking on both sides of the road. To provide parking on both sides of the road would require an absolute minimum of 13 metres, but under the City Plan, 14 metres of carriageway is required and this cannot be achieved without constructing into the existing stop bank, an option which is not supported by the Parks and Waterways Unit, and would therefore not proceed to Resource Consent stage.

If work is to proceed this financial year then the parking on one side of New Brighton Road will have to be removed if the Council is to comply with its own standards and strategies as detailed above. An alternative option would be to defer the project until such time as the Parks and Waterways Unit have had time to assess their future options. Parks and Waterways Unit have indicated that this is a project that may be 30 years away and given the narrowness of the bank in this area, it is quite possible that this would still not provide a resolution to the parking issues at the RSA.

The options that were considered for provision of parking at the RSA are attached, (Appendix D – Options 1 -5) showing a summary for each option, a plan, costs, and a list of the advantages and disadvantages for each option.

Options considered:

1. Cycleway relocated to the riverbank in the vicinity of the RSA and kerb indented 0.5 metres.
2. Cycleway relocated to the riverbank in the vicinity of the RSA.
3. Parking indent for street parking
4. Part time parking in vicinity of RSA.
5. Removal of blip outside RSA

**Recommendation:** After weighing up the issues raised and investigating options for the project, the Project Team recommends:

1. That a parking bay on the river side on New Brighton Road opposite Rawson Street be installed, subject to resource consent approval.
2. That the stopping of vehicles be prohibited on the river side of New Brighton Road between Pages Road and Bower Avenue except where there is an indented parking bay.
3. That the New Brighton RSA be asked to reassess the policy relating to use of their car park, particularly on Monday afternoons.
4. That the renewal of the kerb and channel in New Brighton Road between Pages Road and Wainoni Road, with an indented parking bay at Rawson Street, proceed to detailed design and construction.

**Chairperson's Recommendation:** Not seen by the Chairperson.